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1947

PALESTINE

E 4820

6 JUN 1947

Registry
Number

FROM

No.

Dated

Received
in Registry

E4820/48/31

Chamery

Paris

72/278/47

20 May 1947

6 Jun -

Illegal Immigration, through France.

Transmit copies of letter & brochure at
Marseilles, NW and Bordeaux, re negotiation
with the French for the control of
Illegal Jewish Immigration through France.

Last Paper.

4811

References.

B/6

(Print.)

(How disposed of.)

8/1 ~~Highland - C.O.~~
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Entered Pub off

June 12

off. Chamery
Paris
June 14

(Action
completed.)

(Index)

G. L. 1/10/47

26/7/48

Next Paper.

4822

(Minutes.)

Copy CO
M/S } usual names
Cmdr. Evershed
Cabinet office

A useful review. Please
thank.

Draft submitted

J.D. June 7

(SEE-CABLE)
7/6

J.D. June 7

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Reference:

FO 371 / 61810

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72/278/47

British Embassy,

Paris.

30th May, 1947.

E 4820

6 JUN 1947

Dear Department,

As you may like to know what
we have told the Consular Officers at
Marseilles, Nice and Bordeaux about our
negotiations with the French for the control
of illegal Jewish immigration to Palestine
through France, we enclose a copy of our
letter of 29th May to those three posts.

Yours ever,

Chancery.

Eastern Department,
Foreign Office,
London, S.W.1.

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Reference: **FO 371 / 61810**

British Embassy,

Paris.

29th May, 1947.

TOP SECRET

Dear Consulate/Consulate-General,

With reference to our letter of 20th May, with which we enclosed a copy of Foreign Office despatch No. 586 of the 9th May about the arrangements to be made for weekly reports on vessels suspected of being involved in the traffic of illegal immigration to Palestine, the following is intended to let you know what we have been doing in Paris during recent weeks to try to persuade the French Government to cooperate with us in putting an end to this traffic.

2. On the 21st March, the Ambassador wrote to Monsieur Bidault deploring the failure of the French Government to cooperate more fully. The Ambassador invited the French Government to take urgent and effective steps without delay to prevent further departures of illegal immigrants from French ports and evoked the spirit of the newly signed alliance. He added that His Majesty's Government would be glad if the French Government would agree to enter into immediate conversations with them in order to work out methods of controlling this traffic.

3. The Ministry of Foreign Affairs have throughout been anxious to help us. Their position has been rendered difficult, however, owing to the dissensions on this subject in the French Cabinet, the Socialist members of which are known to be in general opposed to any measures destined to hinder this traffic. The two key Ministries of the Interior and Transport are held by Monsieur Depreux and Monsieur Moch respectively, both of whom are Socialists. The latter is, in addition, Jewish.

4. We enclose a copy of a note which we provided for the Ministry to help them in the preparation of a brief for Monsieur Teitgen (in the absence of Monsieur Bidault at Moscow) on the 15th April in readiness for discussion on the subject in the Council of Ministers. We also informed the Ministry on the 17th April that, since His Majesty's Government decided in August 1946 to divert to Cyprus all Jews attempting to immigrate illegally to Palestine, entries of these immigrants to Cyprus had numbered 18,817, of whom 9,666 had been carried on 9 vessels which had sailed from French ports. Of the total of 9,666 a total of 6,866 had embarked at French ports and the remaining 2,800 were picked up elsewhere. We added that all the illegal immigrants having left France or elsewhere since the policy decision of last August have been diverted to Cyprus.

5. Discussions meanwhile continued between the Embassy and the Ministry of Foreign Affairs. The Ambassador received on the 24th April a reply to his letter of the 21st March. This reply stated that the French Government would strengthen the control provided for by the International Convention of 31st May 1929 on Safety of Life at Sea and by the French law of 15th June 1943 which applies to the vessels of non-signatory nations. Thus, Captains of all ships of nations having signed the Convention will have to present to the French authorities the security certificates called for by Article 54, while vessels of non-signatory nations will be inspected by the French authorities.

6. The letter added that the Prefects were being instructed not to give French exit visas on collective passports before the Ministry of Foreign Affairs and the Ambassies and Legations concerned had checked the validity of the visas of ultimate destination.

7. The letter requested a guarantee from His Majesty's Government that the British authorities in Germany would take back into the British zone foreigners having entered France illegally from that zone. They had made a similar request to the United States Government and had approached

Sent to Marseilles, Bordeaux and Nice.

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Reference: FO 371/61810

American zone would merely encourage illegal immigration from that zone. We subsequently told them that His Majesty's Government were not able to agree to any part of the small quota for Palestine going to the United States zone, but were prepared to agree to a monthly allocation of visas to Jews in the French zone. At a subsequent meeting a week later the French returned to the charge on this subject, and in addition requested that a proportion of the quota be made available for Jews in France under the 8,000 quota, who would thereby be encouraged to wait and not to leave illegally. This has been referred to the Foreign Office.

14. With regard to the transit quota of 8,000 Monsieur Bousquet, who led the French delegation, stated at our meeting of May 12th that only 2,500 visas had been granted under the quota, and he was confident that at least 80% of the illegal immigrants who reached Palestine waters from France had entered France clandestinely. He thought that the only two loopholes left were:

- (a) individual passports which are not to be subjected to the same control as the collective passports, and
- (b) secret departures of passengers without visas. He did not think, however, that these would amount to much, and pointed to the fact that the last three suspected illegal immigrant ships to leave France had done so in ballast.

15. We then said that, should shiploads of Jews reach Palestine in future from France, we should have to press the French Government to receive them back. Monsieur Bousquet resisted this on the ground that France was only the country of transit, and if they were to be returned anywhere they should go back to the country of origin. He stated, however, that the French authorities would consider taking back any Jews reaching Palestine waters after entering France under the legal transit quota. We have also pressed the French to let us have the results of their enquiries into the validity of collective visas and to give us nominal roles of the persons concerned. We have met with great reluctance to do so but are still pressing these points.

16. We further raised at our meeting of the 12th May the question of denying oil and coal bunkers to illegal immigrant ships, pointing out that the majority were coal-burning. The representative of the French Merchant Marine proved most willing to cooperate, but said that he could not discriminate against a particular vessel by denying bunkers on suspicion that she might enter the illegal immigrant traffic. He felt that the most effective assistance he would be able to offer would be to delay or embarrass these vessels on the basis of the safety of life at sea convention. He suggested that we might ourselves deny insurance to these ships, in case any of them were insured in the United Kingdom.

17. We are now seeking to tie up these proposed arrangements by an exchange of letters and trust that they may bear fruit. But we realize that much will depend on the manner in which local authorities interpret their instructions. It may not be possible to give you chapter and verse to which you can refer in your approaches to the local authorities. But you have latitude to say informally, e.g. when you have occasion to speak to the Prefect, that you understand that this matter has been under discussion with the central authorities who have indicated their readiness to give us concrete and increased help in coping with the problem.

18. The lull in the departures of illegal immigrants from France during the past few weeks (the Anal left Sets on the 6th May in ballast and apparently picked up her 350 passengers secretly either off the French or Italian coast) leads us to hope that the measures which are now being enforced by the French are taking the desired effect. As regards our procedure in Paris, we watch of

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course very closely for reports from you concerning suspect shipping, and when these, together with the indications we receive from the Foreign Office, lead us to believe that sufficient information has been amassed for us to be able to establish a strong case against a vessel, we notify her to the Ministry of Foreign Affairs, who in turn alert the Ministry of the Interior and the Secrétariat-Général de la Marine Marchande. In cases where urgent action is necessary you should urge the Prefect to ensure that the vessel is delayed as long as possible by the formalities which the French Government have undertaken to apply in connection with safety of life at sea and control of visas. You should also seize any opportunity of persuading the port authorities to deny bunkers to such a vessel. You should at the same time of course telegraph to us so that we might call in the Ministry of Foreign Affairs.

A similar letter is being addressed to Marseilles, Nice and Bordeaux.
Yours ever,

CHANCERY.

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(a) Conditions are at present tolerable in the Cyprus camps, but it must be realised that the congregation of large numbers of Jewish families, unused to camp life and discipline leads to a certain degree of discomfort and squalor, which the best efforts of the British authorities have been unable to prevent. A proportion of the immigrants have had to live in tents during the past winter, and it is not intended to construct any more hatted accommodation. Rations are on Army scale and quite adequate.

(b) At present 750 Jews are sent monthly to Palestine from Cyprus as an interim measure. This represents half the monthly immigration quota of 1,500, which has been in force since December 1945. This does not however mean that His Majesty's Government condone this traffic. The decision was only taken with great reluctance, as a result of representations from the Government of Cyprus that it was essential for the maintenance of order and morale both in the refugee camps and among the Cypriot population that there should be a clear indication that the camps were not permanent and that there was a gradual movement of individuals out of Cyprus. Indeed, conditions in the camps which made the decision necessary are a pressing reason why further over-crowding of continual refugees into the camps should be prevented.

(c) Organisers of illegal immigration traffic are responsible for the mental anguish of illegal immigrants who arrive in Palestine waters and are trans-shipped to the Cyprus camps. At present there are over 11,000 illegal immigrants in Cyprus and the GUARDIAN has just arrived in Palestine waters with about 2,500 on board. If this rate of arrival continues, there will be no hope of clearing the camps for years and some illegal immigrants may never reach Palestine, especially if the United Nations' decision does not allow of extensive further Jewish immigration into Palestine.

(d) The illegal immigration traffic results in most unfair discrimination against all those Jews throughout the world who are waiting to enter Palestine legally. Many poor and aged relations of settlers in Palestine are likely to be kept waiting for years as a result of illegal immigration.

(e) As regards the dangerous condition in which illegal immigration vessels arrive, it will be recalled that the ATHINAI ran aground on the Greek island of Syrina last winter and H.M. Ships have often intercepted illegal immigrant ships (for example, the SAN FILIPO) in a sinking condition. It is only by great good fortune that no tragic accident has so far occurred, and this good fortune cannot be expected to hold. Both the GUARDIAN and SAN FILIPO (a ship of seventy years old, possessing no registration), amongst the most recent arrivals, had broken down before reaching Palestine waters. The SAN MIGUEL had also broken down before being intercepted, and the MERICA or LA NEVEVA, a wooden caique of some 350 tons carrying 650 immigrants, arrived in Palestine waters with her wooden sides caved in near the gunwale.

2. The arrival of illegal immigrant ships in Palestine waters normally coincides with outbreaks of terrorism. The explosions in the Haifa Oil Depot occurred 60 minutes after the arrival of the SAN FILIPO. It is evident that the terrorists took advantage of the situation created by the arrival of these ships to carry out their outrages and to secure the support of the Jewish population. The French authorities, by failing to take measures against this traffic are thus permitting a situation to develop which directly leads to internal disorder in a territory administered under a League of Nations mandate by their Ally.

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ABRIL (753 tons)

Arrived in Palestine on March 9th with 600 Jews from Port de Buc, ostensibly bound for South America.

Ex mine-sweeper SYTHERA.

Built in Germany in 1930. 170 feet long by 30 feet wide with 11 ft. 2 inches draught.
Honduras registry.
The embarkation was made publicly.

GUARDIAN (1800 tons)

Renamed PUERTO CORTES

Although the Ministry of Foreign Affairs were informed by our Note of 21st March that this vessel was in readiness at Marseilles she was able to leave and arrived at Palestine on 15th April with between 2,400 - 2,700 passengers from Sète. Ostensibly bound for Le Havre. She had broken down on the way.

Honduras Registry.

ULUA (800 tons)

Renamed HAIM ARLOSSOROF

Arrived off Haifa 28th February with 1,300 passengers.

Being laid up in Marseilles, this vessel left for Le Havre in ballast loaded 600 Jews in Sweden and came back to Le Havre where reporting inspector protested that she was carrying too many passengers for security. She was nevertheless able to leave and touched at La Perouse, near Algiers, before proceeding to Palestine.

It will be noted that 700 additional passengers were taken on subsequently to the call at Le Havre.

The following vessels are in readiness at Marseilles:

- ARCHANGELOS
- PRESIDENT WHARFIELD.

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Reference: **FO 371 / 61810**

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13

E 4822

6 JUN 1947

1947

PALESTINE

Registry Number } E4822/48/31

FROM A. Ronald

No. Lisbon

Dated 117
Received in Registry } 183/28/47
3 June
6

Illegal Immigration
Refer to despatch 134 (E3013/48/11) of May 10
Transmit copy of Note Verbale with Ministry
of Foreign Affairs regarding illegal
immigration of Jews into Palestine.

Last Paper.

4820

References.

(Minutes.)

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JB Anne 6

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(How disposed of.)

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✓ 9 June

(Action completed.)

[Signature]

(Index.)

[Signature]

Next Paper.

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References:

FO 371 / 61810

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No. 213
183/27/47

His Majesty's Embassy present their compliments to the Ministry for Foreign Affairs, and have the honour to invite the attention of the Ministry to the importance attached by His Majesty's Government in the United Kingdom to the prevention of illegal immigration into Palestine. This traffic not only jeopardises the possibility of finding any peaceful solution to the Palestine problem, but is also open to grave objection from the humanitarian point of view. His Majesty's Government in the United Kingdom cannot too strongly condemn the attitude of certain interests who for purely political motives, and without themselves being exposed to any personal danger, are attempting to persuade the victims of racial oppression in Europe by false promises to embark in overcrowded, unseaworthy vessels on a voyage which in almost every case ends in the interception of the immigrant ship by the Royal Navy and the transhipment of its passengers to Cyprus. It may be added that this traffic and those who are responsible for it have been condemned by responsible Jewish opinion throughout the world.

2. His Majesty's Embassy are confident that should information reach them at any time of the presence in Portuguese waters of a ship known to be engaged, or to be about to engage, in this traffic, they may rely on the full co-operation of the Portuguese Government in taking any steps that may be possible to prevent her from reaching her destination. In particular, His Majesty's Embassy are instructed to point out that, in view of the unseaworthy state of many of these vessels, the provisions of the International Convention on Load Lines and the Safety of Life at Sea may provide grounds for detaining or delaying them, and they hope that the full rigours of these provisions will be applied to any such vessels.

British Embassy,
Lisbon

2nd June, 1947

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Reference:

FO 371/61810

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1947

PALESTINE

E 4830

6 JUN 1947

Registry Number } E 4830/48/31
 TELEGRAM FROM
 U.K. Del
 No. New York.
 Dated
 Received in Registry } 1538
 5, June 1947
 6 - -

Illegal Immigration, note by Sir Gen
 Referred to 1640 (E 4669/48/31) State
 Assistant informed that list of new notes
 of May 23 (E 4669) was circulated to all
 other members + taken on May 29. Sir Gen
 no covering note expressed hope that consideration
 would be given to note in light of Federal
 Assembly's resolution.

Last Paper.

~~4829~~ 4822

(Minutes.)

Mr Rennie first ✓ 27/6
 (with him)

H. S. Rennie
 June 7/47

[Signature] 27/6 ✓

References.

(Print.)

(How disposed of.)

8) G.S.P. on
 E 6110/48/31
 / July 12

(Action completed.)

[Signature] 27/6

(Index.)

[Signature] 27/6

Next Paper.

4832

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Reference: FO 371 / 61810

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145 1947

Palentine
Eastern

E 4832 / G 18

16 JUN 1947

E 4832 | 48/C³¹

Sir C Norton
Athens
1163

Illegal immigration

Dated 5 June 1947
Rec'd 6

Last Paper.

(Minutes.)

E 4811

References.

Distribute I.I.P.

JB June 7

E 4361
E 4571 | 48/C

(Print.)

(How disposed of.)

~~8) I.I.P.~~
June 70
Tel) Athens 1227.
June 7.
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(Action completed.)

(Index.)

25/16

WJG.

Next Paper.

(E 4944)

E 4909

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Reference:

FO 371 / 61810

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[This telegram is of particular secrecy and should be retained by the authorised recipient and not passed on]. 22

Confidential. CABINET DISTRIBUTION.
Cypher/OTP FROM FOREIGN OFFICE TO ATHENS.

No. 1227.

7th June 1947.

D. 2.5 p.m. 8th June 1947.

CONFIDENTIAL. 0:0:0:0

Your despatch No. 221 and your telegram No. 1165
[of May 22nd and June 5th: Jewish Illegal Immigration].

Counsellor of the Greek Embassy has been kept informed of our recent representations to the Greek Government on the subject of Jewish illegal immigration. He was left in no doubt as to the importance attached by His Majesty's Government to the whole question, in connexion particularly with:

- (a) the vessels in Scandinavian ports for which Eliadis is now seeking Greek registration
- (b) the fact that a number of principal organizers of shipping for the traffic are Greek nationals.

2. It seems most important that the Greek Government, if they are at present without powers to take action against the organizers of this traffic, should now take such powers. Perhaps the most suitable method would be for them to establish a black list of ship owners known to be engaged in the traffic to whom facilities could be refused. We should be glad to consult with them as to the best method of doing this. I should also be glad of any suggestions or comments you may have to make.

3. In discussion with the Greek authorities you may point to the legislation recently enacted by the Governor of Gibraltar to detain suspect vessels, text of which is contained in my immediately following telegram.

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1947

E

23

E 4879

PALESTINE

9 JUN

Registry Number

E 4879/48/31

FROM

40 Minute

No.

I Price

Dated

20, at day

Received in Registry

9 June

Illegal Immigration

transmit article from the "People" by
a correspondent recently returned from there
on illegal immigrant shipping
conditions.

Last Paper.

4872.

(Minutes.)

Mr Price ^{1/2} 16

10 June 9

References.

(Print.)

(How disposed of.)

(Action completed.)

20/6/46

(Index.)

20/6/46

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Minutes.

24

E / /

Mr. J. G. S. Beith
Eastern Department

4 JUN 1947

E 4879
JUN

Nothing to be Written in this Margin.

You will recall my telephone conversation with you ten days ago on the subject of a visit by a correspondent of "The People" to the south of France to report on illegal immigrant shipping conditions.

He returned at the end of last week and I thought you might be interested to see his article attached.

J. Price
20th May, 1947

I told the official Committee that the News Dept. had been instrumental in producing this article and they were much gratified. They had most of them seen it
Mr Price JB June 2

J.M.P.
12/6/47

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They Traffic In Human Souls

25
"THE PEOPLE"
SUNDAY
MAY 18TH
1947

WITH sleeping-space hardly large enough for coffins, thousands of illegal Jewish emigrants are being shipped to Palestine from Mediterranean ports by modern "slave traders."

They make the voyage under appalling conditions in battered tramp steamers—or even sailing ships—that are not fit to carry cattle, let alone men, women and children.

These poverty-stricken refugees have been shepherded right across Europe by a gigantic under-cover organisation. Most of them have taken months in transit and have been stripped of every valuable they possessed long before they reach the Displaced Persons camps along the French Riviera.

Finally the mysterious agents, who collect "the big money," not from the refugees, but from American Zionist organisations, single out batches of them for transportation. They obtain block visas for them from some venal or grossly indifferent South American consul.

Armed with these visas, the Jewish outcasts are free to make the sea voyage to the country which issues them.

Then at short notice this human flotsam is packed into lorries, hurried down to some small seaport and loaded aboard a hell ship. Not to go to South America, but to end up in the hands of the British Navy off the coast of Palestine.

Desperate Cargo

This monstrous and inhuman traffic is financed by well-meaning zealots in America. But some of those who have a hand in sending the Jews away are merely interested in the money they can make.

In the South of France I have seen the organisation at work.

Just inside the harbour entrance of Sete, half a mile from the main dock basins, I found the Anal, of Panama, snoring at her moorings like the tramp she was.

Her hull and single funnel were a rusty black and her decks were littered with top hamper—for all the world as though she had huddled scraps of sacking over her rags.

But men were sawing planks and short timber uprights near the new deck-house and the Anal was preparing to put to sea. Not as an odd-job ship in the meaner coastal trade, but as a blockade runner carrying a desperate cargo of men, women and children towards Palestine.

The fishermen of Sete and the shipping men there knew her as one of the hell ships engaged in this terrible traffic. They had seen three other vessels of her type steam or sail this year from that old French port, each as crowded with Jews as the slavers were in olden days.

They shrugged their shoulders at the vileness of a trade which did not concern them personally. "Without doubt," they conceded, "there are big merchants making much money in this affair."

Indeed, there are, but who? Max Intrator's name has been mentioned in recent currency prosecutions as being a man concerned with the financing of this Continent-wide racket.

One of Italy's "big business" men is said to have a finger in the stinking pie, and from Stockholm to Genoa and Spezia a horde of minor agents and intermediaries is picking out of it small unsavoury plums.

★
VISCOUNT HALL was fully justified in describing the methods of these modern slave traders as "criminal," in the House of Lords the other day.

Apart from the gross violation of all international conventions for the safety of passengers at sea, it is an abominable crime against humanity to cram hundreds of men, women and child-

Pathetic women and children like these, are herded on to hell ships and sent to Palestine. The ghouls who run this terrible traffic are exposed—

By KINGSLEY LONG

ren into rotten old tubs which could not carry a score of passengers in reasonable comfort.

But that is how Jewish "displaced persons" of both sexes and all ages are being embarked at French and Italian ports, ostensibly for Morocco or South America, but actually for Palestine.

The men who traffic in them have no more regard for their safety or the elementary decencies of life than they would have for a cargo of sheep. And they do not care in the least whether they reach their destination or not.

Most of the emigrants never do. For many of the hell ships are intercepted off the Palestinian coast by the British Navy. Others break down before they can complete their voyage.

Take the case of the Anal. She actually put out from Sete under her own steam for "an unknown destination" with no passengers aboard.

Beyond all doubt, however, she was making for some other small port where it had been found more convenient for the Jewish emigrants to assemble. She is now flying the flag of Panama, but she was built on the Clyde and launched as the Earl of Zetland 70 years ago!

Of only 253 tons gross, this wretched old tub carries three small lifeboats. But on her crowded decks were no fewer than 16 large life-saving rafts stacked vertically and horizontally.

When she coals, the fuel is hand-hauled from a lighter alongside. I saw her bunkers filled in this way, and that raises an important international issue about which Great Britain is already making representations to foreign Governments.

We object, in fact, to suspect ships of any kind being refuelled in friendly ports.

The Anal, however, had no difficulty in obtaining bunker coal—at a price. She also took on board quantities of bottled beer, far more than her crew of 12 could possibly need for a short voyage.

Vanishing Trick

She had put into Sete out of Lisbon, for fuel, revictualling and repairs—divers were working on her hull the day before she sailed—and she disappeared beneath a plume of black smoke in the dawn light, having paid her dues!

I had expected her to load her emigrants that day, as the previous hell ships had done, from the main dock basin near the station.

Here it was that at the end of last month some 2,600 Jews filed up the narrow gangway of the Guardian-Principito-Cortez, flying the flag of Honduras and bound ostensibly for Cuba!

In that patient throng of refugees were many old people

and numerous young mothers, some with babies in their arms, others with little children clinging to their skirts.

They had been crammed into lorries at some D.P. camp—that at Miranas, I believe, in this instance—and it was a wonder they ever reached Sete without some of them being jolted loose from the insecure swarm.

★
THE Guardian-Principito-Cortez is a ship of about 500 tons, and it was reported that she intended to discharge her passengers at Algiers or Lisbon for transhipment to Cuba in some other vessel.

But certainly none of the French officials who controlled their embarkation, checked their visas and numbered their off could have believed this fairy tale.

The accommodation for the emigrants between decks was an affront to civilisation. The bunks were nothing but planks sawn up for the purpose, with palliasses provided for the children.

One Frenchman who acted as voluntary porter for a poor Jewish woman with two small children told me he could not stay below for more than a few minutes because the air had already become unhealthy and the smell made him "wish to vomit."

All these hell ships are much alike in this respect: they pack the emigrants to the point of near suffocation.

The San Miguel, of Panama, which left Sete at the beginning of February, was a tiny steamer which could only manage to squeeze in 790 Jewish men, women and children. She supplied each adult with a plank eight inches wide. These had been arranged in three tiers only twenty inches one above the other!

Earlier this year the two-masted barque Merica, of Italian registration, sailed out of Sete in the literal sense of the word.

She carried 647 Jewish emigrants, who thronged her tiny deck-space and crowded to the rails—actually waving their handkerchiefs to the Europe which had hounded them from their native lands, imprisoned them in concentration camps and left them homeless, penniless, and still under the shadow of persecution, in the second year of peace!

The organisation sponsoring these embarkations has its headquarters in Paris, but its funds must almost certainly be drawn in the main from America.

The Merica was chartered by a French firm of shipping agents.

The average Frenchman doesn't realise that the problem of Palestine is not one which concerns Great Britain alone, but also every member country of the United Nations Organisation.

Conversations are in progress now at the Qual d'Orsay between the British and French Governments in regard to the international issues involved in the hell-ship traffic.

Britain's representatives contend that it is illegal in itself, because each member nation is bound to respect the mandate which UNO has conferred upon us, and they are therefore taking the strongest exception to the bunkering and provisioning of all ships which cannot give a good account of themselves. French

merchants, of course, are ready enough to sell the coal at exorbitant prices to the hell ships, but France has no moral right—and as we contend no legal right—to do so.

As to the ghastly conditions under which the emigrants make their voyage, that is no question of Zionism, religion or race. It is the clear duty of every civilised country to inspect passenger ships and make certain that they shall not take on board more passengers than can be decently and safely accommodated.

The conversations which have begun in Paris will be succeeded by similar approaches to every other European country concerned—and notably with Italy, whom we hold particularly responsible for the numerous embarkations from Italian ports.

A Bone To Pick

And the British Government also has an important bone to pick with several South American members of the United Nations Organisation. It is gravely perturbed by the enormous number of what can only be termed "phoney" registrations.

At the present time, for instance, Panama has the fifth biggest merchant navy in the world. Obviously a great many cargo ships, now sailing under South American flags, have never entered a South American port.

Through Viscount Hall the Government has formally and officially declined responsibility for any disaster which may result from these illegal emigrations.

And the world would do well to remember that only a few weeks ago the San Felipe, of Panama, was intercepted off the Panama coast in a state of distress and would certainly have foundered with her 1,570 passengers in any heavy sea.

This is, therefore, a matter for the conscience of all civilised peoples. They can none of them wash their hands of a crime against humanity itself.

(P.T.O.)

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Reference:

FO 371/61810

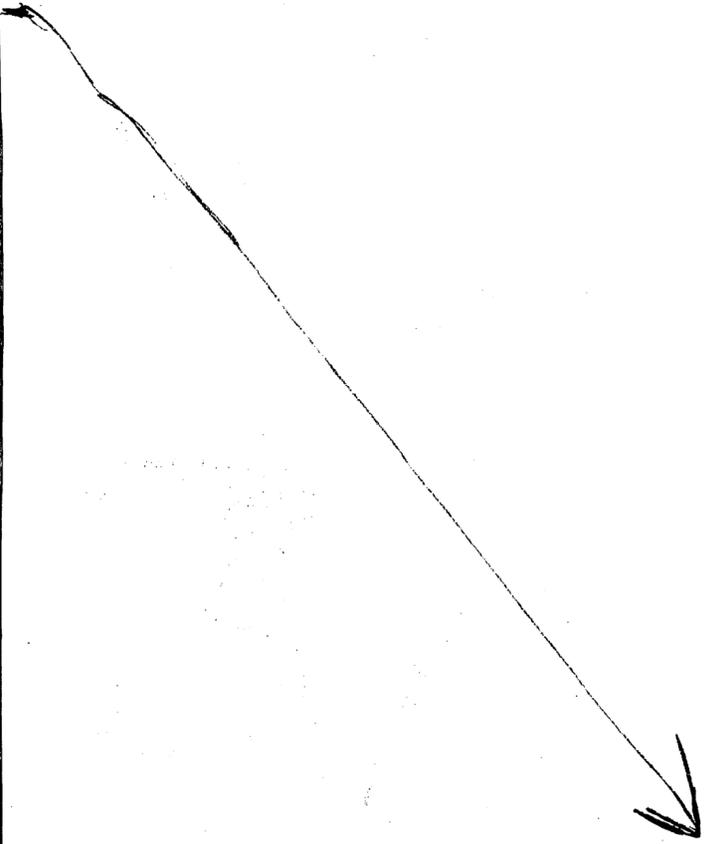
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Reference:

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Reference:

FO 371 / 61810

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1947

E

PALESTINE

E 4888

9 JUN

26

Registry Number } E4888/48/31

TELEGRAM FROM

No.

Lord Leverhulme
Washington

Dated

22/3

Received in Registry

6 June 1947
9 - -

Illegal Immigration, American French

States in newspaper P.M. reported Ben Haddock's letter to terrorists, Bayford spoke again to Deputy Director pointing out that this could not fail to create a deplorable impression in London. Villard stated that statement was about to be made by C.N. condemning publicity of the kind.

Last Paper.

4879

(Minutes.)

See also E4906

References.

H.S. Bent
Amelio

(Print.)

(How disposed of.)

8) C.O. (on E5263)

June 24

Tel. w/for. 6169

21 June

8) C.O. (on E5263)

June 24

There is still no news that the U.S. Govt are taking any action. I think we might jog Washington on the subject.

Off telegram to Washington

(Action completed.)

G. M. 16/6

(Index)

10/6
20/6

Next Paper.

4905

30471 F.O.P.

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References: FO 371/61810

24802/40/31 27

AMENDED COPY# 10/6/47.

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Cypher/OTP

CABINET DISTRIBUTION.

FROM WASHINGTON TO FOREIGN OFFICE.

Lord Inverchapel.
No. 3273.

6th June 1947.

D. 2.00 p.m. 6th June 1947.
R. 9.50 p.m. 6th June 1947.

Repeated to Jerusalem,
New York (United Kingdom Delegation) Saving.

0:0:0:0

IMPORTANT.

CONFIDENTIAL.

Your telegram No. 5063.

Zionist advertisements in United States newspapers.

As newspaper P.M. reprinted on June 5th Ben Hetcht's letter to Terrorists Balfour spoke again to Deputy Director of Office of Near East and African affairs pointing out that this could not fail to create a deplorable impression in London. Villard informed Balfour that a statement was about to be made by *the President which basing itself on the resolution of the* United Nations would strongly condemn publicity of this kind. This statement was in fact issued shortly afterwards and the text is contained in my immediately following telegram. Its terms are very general but references to undermining law and order in Palestine and promoting violence in that country are reasonably satisfactory.

Done W

2. Deputy director also assured Balfour that State Department were hopeful that as a result of discussions between themselves and Departments of Justice and the Treasury it would prove possible before long to take action to deal with this kind of despicable propoganda.

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Cypher/OTP CABINET DISTRIBUTION

FROM WASHINGTON TO FOREIGN OFFICE

Lord Inverchapel, D. 2.00 p.m. 6th June, 1947.
No. 5275
6th June, 1947. R. 9.50 p.m. 6th June, 1947.

Repeated to Jerusalem,
New York (U.K. Delegation) Saving.

Q Q Q

IMPORTANT
CONFIDENTIAL

E 4888

Your telegram No. 5063. — E *original*

9 JUN

Zionist advertisements in United States newspapers.

As newspaper P.M. reprinted on June 5th Ben Hetcht's letter to Terrorists Balfour spoke again to Deputy Director of Office of Near East and African affairs pointing out that this could not fail to create a deplorable impression in London. Villard informed Balfour that a statement was about to be made by President [gps. undec.] United Nations would strongly condemn publicity of this kind. This statement was in fact issued shortly afterwards and the text is contained in my immediately following telegram. Its terms are very general but references to undermining law and order in Palestine and promoting violence in that country are reasonably satisfactory.

2. Deputy director also assured Balfour that State Department were hopeful that as a result of discussions between themselves and Departments of Justice and the Treasury it would prove possible before long to take action to deal with this kind of despicable propoganda.

[Note by Communications Department.
Repetition of undecypherable groups
is being obtained].

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OUT FILE

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E4888/48/31

Restricted

Cypher/OTP

CABINET DISTRIBUTION.

FROM FOREIGN OFFICE TO WASHINGTON.

No. 6169

21st June 1947. D. 2.50 p.m. 21st June 1947.

Repeated to United Kingdom Delegation New York No.1793.

V V V

IMPORTANT.

RESTRICTED.

Your telegram No. 3273 [of June 6th: Zionist advertisements in United States newspapers] paragraph 2.

Have you any further news about possible action by the Administrative? Please press State Department urgently on the subject.

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E 4905

31

1947

PALESTINE

4 JUN

Registry
Number

FROM

No.

Dated

Received
in Registry

E 4905/48/31

R. V. Grimston

M. P.

to Mr. Webb

H. Seal

9

Articles by Ben Hetcher.

Transmit copy of letter received from N.H.A. Connor, suggesting that H.M.G. take more positive action in dealing with type of literature by Ben Hetcher, for formal protests by H.M. Ambassador in Washington.

Last Paper.

4888

References.

(Print.)

(How disposed of.)

Dpt. R.V. Grimston
M.P.

from Minister of State

Seal 14

(Action
completed.)

G.P. 18/6

(Index.)

26/7/48

Next Paper.

4906

(Minutes.)

I submit a draft reply.
We clearly cannot take the
action suggested

D.S. Seint
June 10

W.M. 10/6

10 June 17

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Reference:

FO 371 / 61810

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Ack'd. 5/6.
Eastern Dept.

K 32
Enter
soon

4th June, 1947

E 4905

Hon Mr Naif

I am enclosing a letter from a constituent of mine which is self-explanatory, and I should be glad if you could let me have your comments in order that I may reply to him.

Yours sincerely
Robert V. Grimston

ROBERT V. GRIMSTON.

The Rt. Hon. Hector McNeill, M.P.,
Foreign Office, S.W.1.

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Reference:

FO 371 / 61810

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33

J. C. R.



St. Catherine's Society,
Oxford.

1st. June 1947.

R. U. Spimston, Esq.,

Dear Sir,

Is it not possible for the Government to take more positive action, other than the British Ambassador's formal protest, against Mr. Ben Hecht's continued incitement to violence and murder of the British in Palestine?

For example, films and possibly stage plays, for which he wrote the

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FO 371 / 61810

34 -2-
Story or dialogue, are
no doubt showing in that
country at present, with
new productions possibly
on the way. Could these
not be banned? It
seems ironical to say
the least, that we should
indirectly contribute
towards the funds with
which Mr. Hecht assists
the terrorists.

You will appreciate,
of course, that I am
not entering into any
question of the justice
of the Jewish case over
Palestine — but,

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Reference:

FO

371

61810

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-3-

35

J. C. R.



St. Catherine's Society,
Oxford.

particularly as the matter is now in the hands of the United Nations, this open advocacy to "let go without guns and bombs against the British traitors" should not be allowed to pass without taking all reasonable action.

It seems not impossible that ^{even} the ~~point~~ suggestion of the loss of the British market to some of their firms

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39

E 4906

1947

PALESTINE

9 JUN

Registry
Number } E 4906/48/31

TELEGRAM FROM

No.

Lord Evershed

Dated

Washington

Received
in Registry }

3274

6. June

9 -

Speech by President Truman.
 Referred to for 3273 (E 4888/48/31)
 Transmits text of speech by President Truman
 based on resolution passed by General
 Assembly on May 15, re Illegal Immigration.

Last Paper.

4905

References.

(Print.)

(How disposed of.)

(Minutes.)

Taken as the direct result of our
 representations this statement is
 not so bad (see Washn. Comment
 on E 4888). The S/S attached
 in portance to it yesterday at
 a meeting of Ministers on illegal
 immigration.

News Dept. are welcoming
 the statement in conversation
 with journalists and I have
 asked Mr Rennie to draw attention
 to it in any circular to ministers.

Mr Rennie (Infr. Policy) ✓ 10/6

News Dept.

President's statement June 10
 was noted in LPS transmission
 of 10 June, and recalled to other correspondents
 in connection with publication of the
 text of our letter to the Secretary General.

30471 F.O.P.

(Action
completed.)

Ed M/16/6

(Index.)

Ed M/16/6

Next Paper.

4909

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Reference:

FO

371

61810

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Wm 12/6

M. 11/6

EN CLAIR

E 4906
JUN

GENERAL DISTRIBUTION

FROM WASHINGTON TO FOREIGN OFFICE

Lord Inverchapel
No: 3274

D.11.15 a.m. 6th June 1947

6th June 1947

R. 6.35 p.m. 6th June 1947

Repeated to Jerusalem
United Kingdom Delegation New York. Saving

4 4 4 4

IMPORTANT

ELISE L.

My immediately preceding telegram.

Following is text.

The General Assembly of the United Nations in special session on May 15th 1947 unanimously adopted the following resolution:-

"The General Assembly calls upon all Governments and peoples and particularly on the inhabitants of Palestine to refrain pending action by the General Assembly on the report of the Special Committee on Palestine from the threat or use of force or any other action which might create an atmosphere prejudicial to an early settlement of the question of Palestine.

The search for a fair and workable solution of the Palestine problem is one of the most difficult and important tasks confronting the United Nations. It is in the interest of the United States as well as of the United Nations that the efforts of the United Nations to solve this problem meet with success. Activities calculated further to inflame the passions of the inhabitants of Palestine to undermine law and order in Palestine or to promote violence in that country are certain to create an atmosphere prejudicial to an early settlement of tasks which the United Nations has before it."

I therefore urge every citizen and resident of the United States in the interests of this country of world peace and of humanity meticulously to refrain while the United Nations is considering the problem of Palestine from engaging in or facilitating any activities which tend further to inflame the passions of the inhabitants of Palestine to undermine law and order in Palestine or to promote violence in that country."

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Reference: **FO 371 / 61810**

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<p>145 A 1947 31</p>	<p>Palestine EASTERN</p>	<p>E4909 /G - 9 JUN 1947</p>
<p>E 4909/48/G Mr Smith Adly Mr Kennedy Dated 3 June Received 9 June.</p>	<p>Illegal immigration: Aghias 41 Refs Jot. O letter (XS18/72/1/479) Cues information regarding the Aghias.</p>	
<p>Last Paper. (E4361) E4832</p>	<p>(Minutes.) Draft copy N.I. 5 to Athens submitted J. B. [Signature] (C.S.E. CABLE) 12/6</p>	
<p>References.</p>	<p>Personal Dept. [Signature] 8/6 J. B. [Signature]</p>	
<p>(Print.)</p>		
<p>(How disposed of) [Signature] Chancery Athens from E Dept 14 June</p>		
<p>(Action completed.) 25/9/46</p>	<p>(Index.) [Signature]</p>	
<p>Next Paper. E4910 (E5174)</p>		

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Reference: **FO 371/61810**

Enter given

CONFIDENTIAL

E



Intelligence Division, ⁴²

Naval Staff,

Admiralty,

London, S. W. 1.

9 JUN 1947

E4909

- 9 JUN 1947 June, 1947.

Dear Kennedy,

Thankyou for your letter of the 28th May XS18/72/1/47 G, regarding a Jewish illegal immigration caique named AGHIAS. Very little is known regarding description of this ship, beyond that she is a Greek motor caique with a 60 h.p. paraffin engine. Master and crew all come from Ikaria.

She was estimated to have been in Piraeus end of November 1946. Vessel was to transport 450 young Jews from a lonely bay in Sicily to the islands of Amorgos or Levitha at the S.E. end of the Cyclades. Price agreed upon was £2,500 for the journey. AGHIA TRIAS would proceed empty to Sicily from Patras, returning via Taranto, Greek-Albanian coast, thence Aegean.

Nothing further heard of this caique until January, 1947, when it was learnt that she had been ordered by known illegal organiser Paouris to rendez-vous with three caiques from Piraeus at Amorgos or Levitha and transfer her passengers to these vessels. The three caiques sailed

/Piraeus

H. T. Kennedy Esq.,
Personnel Department,
Foreign Office,
S. W. 1.

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Reference:

FO

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61810

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43

~~24~~ JUN 1947
Piraeus January for unknown destination.
Two of the three may be named PRODRAMOS and
AGIOS PANTELEIMON also unlocated. AGHIA
TRIAS was last reported to have been in the
Cyclades area 25th March 1947.

May I leave it to your judgment as
to the best means of transmitting this
information to Athens.

Yours sincerely,

Edward Smith

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Reference: **FO** 371 / 61810

Registry
No. E 4909/48/6
J.E.C.

Top Secret.
Secret.
Confidential.
Restricted.
Open.

Draft
ATHENS CHANCERY

from
Eastern Dept.

NOTHING TO BE WRITTEN IN THIS MARGIN.

(18555) Wt. 4.9698—114 200mm 2/47 G.S.S.A. Gp. 690

OUT FILE + Opbr

Foreign Office S.W.I.
14th June 1947,
13th
44

Dear Blaney,

Will you please refer to our telegram no. 1179 and to your telegram no. 1043, both of which referred to the Greek caique "AGHIAS TRIAS" suspected of complicity in the Jewish illegal immigration traffic to Palestine.

2. We have now received some additional information on this ship. She is a motor caique, equipped with a 60 h.p. paraffin engine, whose master and crew come from IKARIA. She is believed to have been in PIRAEUS towards the end of November 1946, when she was expected to transport 450 Jews from Sicily to the island of AMORGOS or ZEVITHA at the S.E. end of the Cyclades. She would have sailed empty from PATRAS to Sicily, returning via Taranto, along the Greek-Albanian coast.

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45 coast and thence into the Aegean.
The price agreed upon for this operation was £2500.

3. Nothing further was heard of her till January 1947, when she was ordered by PAOR PAOURIS, a known organizer of the illegal immigrant traffic, to transfer passengers to three caiques from PIRAEUS at a rendezvous at AMORGOS or LEVITHA. Two of these caiques, which sailed from PIRAEUS on the 14th January for an unknown destination, may have been named "PRODROMOS" and "AGIOS PANTELEIMON", but are also unlocated. The "AGHIAS TRIAS" was last reported in the Cyclades area in March 1947.

4. We hope these details may be of some assistance to you in identifying this ship.
Yours ever
Eastern Dept.

JB June 12

NOTHING TO BE WRITTEN IN THIS MARGIN.

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<p>46 1947</p>	<p>Palentine EASTERN</p>	<p>E4910 /G 47 E 9 JUN 1947</p>
<p>E4910/48/9 Mr Broad Warsaw 205 Dated 3 June Received 9 June</p>	<p>Jews in Poland Refs to F.O circular (E11423/7650/9) Comments on present situation of Jews in Poland in relation to illegal immigration problem.</p>	
<p>Last Paper. E4909</p>	<p>(Minutes.) Copy Co. } MIS } Cab. off. } usual names (Cmbr. Evrshed)</p>	
<p>References.</p>	<p>Refugee Dept. / 16/6 MIS / 17/6 Northern Dept.</p>	
<p>(Print.)</p>	<p>Home 11</p>	
<p>(How disposed of.) 8) C.O. MIS Cab 9/11 12 June</p>		
<p>(Action completed.) 25/9/6</p>	<p>(Index.) Lgn.</p>	
<p>Next Paper. E4911</p>		

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Reference: **FO 371 / 61810**

<p>147 1947</p>	<p>Palestine EASTERN</p>	<p>E4911 /G 29 JUN 1947 51</p>
<p>E4911/48/G F.O. Min Six O Sargent Dated 29 May Received 9 June</p>	<p>Illegal immigration: s. 2 President waived Reports that representations to H. V. Amis in Rome are producing useful results.</p>	
<p>Last Paper. E4910 (E4260)</p>	<p>(Minutes.) Brunner</p>	
<p>References.</p>		
<p>(Print.)</p>		
<p>(How disposed of.)</p>		
<p>(Action completed.) 25/10/47</p>	<p>(Index.) WJH</p>	
<p>Next Paper. E4918 (E5142)</p>	<p>30471 F.O.P.</p>	

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19 JUN 1947
6 JUN 1947

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52

6 JUN 1947

E4911

29 JUN 1947

ILLEGAL IMMIGRATION

Secretary of State

You may be interested to know that the urgent and repeated representations of the Ambassador in Rome, in the case of the S.S. "PRESIDENT WARFIELD" coupled with the action taken by the Navy, appear to be producing useful results. The Admiralty have received reports that the "PRESIDENT WARFIELD", which has not left the harbour of Porto Venere is up for sale, and that a large party of Jews who were being congregated in the neighbourhood of Rome have been told that their journey is "cancelled". (Precautions are, however, being taken to make sure that neither of these reports is a "plant").

The Italian Government, under pressure from Sir Noel Charles, also appear to be doing what they can in general to control embarkation of illegal immigrants, and they claim to have sent appropriate instructions to all ports. One ship has nevertheless been able to embark some 1,000 Jews in the neighbourhood of Bari clandestinely and the Embassy are protesting vigorously about this. Another vessel has been allowed to leave the port of Palermo with ~~some~~ 372 Jews on board (it is not known where they embarked) but with insufficient fuel to take it very far. This vessel is being closely watched by the Navy.

In view of the very strenuous efforts which Sir Noel Charles has made to keep the Italian Government up to the mark, an expression of your appreciation is given in paragraph 5 of the attached telegram to him.

D. G. Sargent

29th May, 1947.

MB
30/6

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FO 371 / 61810

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OUTWARD TELEGRAM

53

Confidential.

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Cypher/OTP. CABINET DISTRIBUTION.

FROM FOREIGN OFFICE TO ROME.

No. 1099.

D. 7.35 p.m. 27th May 1947.

27th May 1947.

Repeated to: Paris, No.1180 Saving;
Washington, No.576 Saving.

W:W:W:W

IMPORTANT.

CONFIDENTIAL.

My telegrams Nos.993 and 1063 [of May 10th and May 21st: Jewish illegal immigration].

As distinct from the special case of the "Anal", we have been considering the desirability of returning Jewish illegal immigrants to Italy and other countries where they embark. It is agreed that we could only do this in cases where we succeed in securing clear evidence of the place of embarkation, either by shadowing the illegal immigrant ship to the point of loading or by more intensive interrogation of the illegal immigrants on arrival.

2. The matter was raised with the French authorities in recent talks and the French reaction was unfavourable, although their representative suggested that any illegal immigrants who could be shown to have entered France on the legal transit quota should be returned to France. I recognise that the return of such people would be equally embarrassing to the Italian Government (and other Governments concerned) and that they might claim, like the French, that the majority of them had come from Central Europe and had used Italy and other countries merely as countries of transit on their way to a port of embarkation. Nevertheless, Italy is at present the country where there is the greatest illegal immigrant activity and also the Mediterranean country least able to resist our pressure. It is therefore most important to do everything possible to get the principle of "refoulement" established with Italy, with a view to extending it later to other countries.

3. You will already have told the Italian Government, with reference to the "President Warfield",

that

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E4918/48/31

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E 1945
10 JUN 1947

Cypher/OTP

DEPARTMENTAL No. 2.

FROM WASHINGTON TO FOREIGN OFFICE.

Lord Inverchapel. D. 9.31 p.m. 9th June, 1947.
No. 3331.

9th June, 1947. R. 4.20 a.m. 10th June, 1947.

3 3 3

IMPORTANT.

SECRET.

Your telegram No. 4536. E

Aid for illegal immigration into Palestine.

Consul-General New York informs me that Couderts estimate that the cost of the research work involved from the angle of United States law is unlikely to be high and would probably amount to some five hundred dollars. If the firm were required in addition to obtain information as to the activities of the different Jewish organisations or firms involved, the cost would be much higher and could not be easily estimated, since the intermediaries would have to be highly paid and would be unscrupulous. From your telegram under reference I assume that you have in mind only research into the position in United States law.

2. Couderts would like to be informed at once if possible whether we wish them to undertake that work and I should therefore be glad to know whether we may ask them to proceed.

10 JUN 1947

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No. E4946/48/G

Cypher/OTP

DEPARTMENTAL NO. 2.

FROM FOREIGN OFFICE TO WASHINGTON

No. 5846

D. 9.35 p.m. 13th June, 1947.

13th June, 1947.

///

IMPORTANT

Your telegram No. 3331 [of June 9th: Jewish illegal immigration].

I approve expenditure of approximately five hundred dollars and confirm that further investigations mentioned should not (repeat not) be undertaken.

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Reference: **FO 371 / 61810**

150 1947 31	Palestine ...	E4947 / G 10 JUN 1947 59
E4947 / 48 / G F.O. Min Mr. Keith Dated 5 June Received 10 June	Illegal immigration traffic Report conversation with H. Constantinos of the Greek Embassy.	
Last Paper. E4946	(Minutes.)  25/6	
References. E4541 / 48 / G E4832 / 48 / G E4659 / 48 / G		
(Print.)		
(How disposed of.) on Greg Ham See on E4832 / 48 / G		
(Action completed.) 25/6	(Index.) 	
Next Paper. E5001		

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Reference: **FO 371 / 61810**

809

E

E 4958

61

1947

PALESTINE

11 JUN

Registry Number

E 4958/48/31

FROM

C. M. Rose

No.

60204958

Dated

1947

Received in Registry

4 June 1947

11

Illegal Immigration

Refer F.O. despatch 197 (E 3013/48/31) of 10/5.
Transmit copy of note to Danish
Minister for Foreign Affairs, re delaying
suspect illegal immigrant ships.

Last Paper.

4947

References.

(Print.)

(How disposed of.)

8) Mr. Higham, C.O.
Comm. Overseas,
Cab. Off.

✓ June 14

(Action completed.)

9/6/47

(Index.)

9/6/47

Next Paper.

4919

(Minutes.)

Copy Cb.)
Calc) out.) usual names

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Reference:

FO 371 / 61810

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No. 194
(G.170/18/47)

RESTRICTED

Sir,

I have the honour to transmit to you herewith the copy of a note which I have sent to the Danish Minister for Foreign Affairs in accordance with the instructions contained in your despatch No. 199 (3013/48/31) of the 10th May.

2. As the Minister for Foreign Affairs is in hospital, I handed the note personally to the Secretary-General of the Ministry and at the same time took the opportunity to explain the general background. The Secretary-General's first reaction was that the Danish Government were powerless to prevent the sailing of any vessel from a Danish port and if they tried to do so, would lay themselves open to legal action in the courts by the owners. I explained that we were not asking the Danish Government to do anything which would be contrary to the law and therefore bring them into legal difficulties, but merely to take all such action as the law allowed to prevent or delay the sailing of any suspect vessel. For instance, as far as we knew the "San Eusebio" had at present no port of registry and could not therefore legally be cleared from Copenhagen. Our Note suggested other means to the same end: and I then read him extracts from the Danish Merchant Shipping Act of 1930 (to which reference is made in the Note) which specifically authorised action against ships in certain circumstances. This was evidently an aspect of the matter which had not hitherto struck the Secretary-General, and he promised to see what the Danish Government could do to help us within the framework of the Danish law. His attitude was on the whole much more helpful than I had expected.

3. For the sake of completeness I am also enclosing a copy of my letter to M. Henningsen of the Danish Ministry for Foreign Affairs to which reference is made in the Note.

4. Besides these formal approaches to the Danish Ministry for Foreign Affairs, steps have also been taken to contact and enlist the support of the Copenhagen harbour authorities and it is, I think, unlikely that the "San Eusebio" will be able to leave here at least until she has acquired a new port of registry.

I have the honour to be, with the highest respect,

Sir,

Your most obedient, humble servant,

Michael Rye

The Right Honourable Ernest Bevin, M.P.,
etc., etc., etc.
Foreign Office,
S.W.1.

BRITISH EMBASSY,

COPENHAGEN.

E 4958

4th June, 1947.

11 JUN

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Reference: **FO 371/61810**

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survey to ensure that it complies with the requirements of the Convention. By Article 10 of the Convention each contracting state binds itself to take measures to apply and enforce the principle of the above regulation and to assure that from the point of view of safety of life the ship is fit for the service for which it is intended. His Majesty's Government hold the view therefore that if the occasion for the survey contemplated by Regulation XIII should arise when a ship is in the port of a foreign state bound by the Convention, the Convention can be held to lay on that state the obligation to ensure that the ship does not put to sea unless the requirements of the Convention are complied with. I understand that provision for such action in Denmark has already been made by the Danish Merchant Shipping (Inspection of Ships) Act No. 177 of April 15, 1930, which provides for the inspection, and if necessary the detention of foreign ships in Danish ports.

4. Your Excellency will understand the vital importance which His Majesty's Government attach to the prevention of this illegal traffic while the United Nations Assembly is seized of the Palestine question, and I have been instructed to bring the provisions of the above mentioned Conventions to Your Excellency's notice in the belief that they will facilitate the co-operation which His Majesty's Government are confident they may expect from the Royal Danish Government.

5. In this connection I should also refer to my semi-official letter No. 122 of the 24th May to Kontorchef Henningsen of Your Excellency's Ministry about the vessel "San Eusebio". His Majesty's Government have every reason to believe that this ship is engaged or likely to be engaged in the transport of illegal immigrants to Palestine. It was formerly registered under the Panamanian flag, but its Panamanian registry has recently been withdrawn. I assume, therefore, the necessary measures will be taken to prevent this ship from sailing until it obtains a new registry.

I avail myself of this opportunity to renew to you, Monsieur le Ministre, the assurance of my highest consideration.

(Sgd.) E. M. ROSE.

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COPY

BRITISH EMBASSY,
COPENHAGEN.

No. 122.

24th May, 1947.

In confirmation of our telephone conversations I write to let you know that my Government are interested in seeing that all possible steps are taken to prevent the s.s. "San Eusebio", which is at present in Copenhagen Harbour, leaving port, since they have every reason to believe that it is engaged or is likely to be engaged in the transport of illegal immigrants to Palestine.

2. The s.s. "San Eusebio", is owned by Cia, Cerro Pando de Navigacion and was formerly registered under the Panamanian flag. Its Panamanian registry has, however, recently been withdrawn, and, as far as His Majesty's Government are aware, it has not yet acquired another registry.

3. In the general interests of peace and order, and particularly in view of the need for not prejudicing the situation while the Palestine question is under discussion by the United Nations, His Majesty's Government hope that the Royal Danish Government will lend their assistance in this matter and take any action in their power to prevent the sailing of this vessel.

(Sgd) E.M. ROSE.

Hr. Kontorchef F. Henningsen,
Royal Danish Ministry for Foreign Affairs,
Copenhagen.

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E 4959

1947

PALESTINE

11 JUN

Registry
Number

FROM

No.

Dated

Received
in Registry

E4959/48/31

Embassy

Hague

339

31 May 1947

11 June -

Illegal Immigration
 Refers FO despatch 250 (E3013/48/31) of 10/5
 Transmits copy of note from Sir A. Bland
 to Baron Overton about re delaying
 suspect Illegal Immigrant Ships.

Last Paper.

495-8

References.

(Minutes.)

Copy of
 Cab. Off. } usual names
 B June 12

(Print.)

(How disposed of.)

8/ Deptan. B.O.
 checked. Pub off
 14 June

(Action
completed.)

(Ind. by)

[Signature]
 26/6/46

[Signature]
 26/6/46

Next Paper.

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Wt 24772/717 17855 10/38 F.O.P.

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Registry Number *YE 476*
 FROM *811. Kelly*
 No. *6100*
 Dated *7/6/21*
 Received in Registry *7/11/21*
 " "

Last Paper
4919

References
7782/48/11

(Print.)

(How disposed of)

*apt, Miss Joyce
 Scott Bell
 from her
 ✓
 June*

(Action completed)

Edw 19/6

Next Page

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-2-

of foreign ships in their ports, regulation XXII of Annex 1 of the Convention provides inter alia that whenever an accident occurs or a defect is discovered which affects the safety of a ship to which the Convention applies or the efficiency of its life-saving equipment, or whenever any important repairs or renewals are made to such a ship, it shall be subjected to survey to ensure that it complies with the requirements of the Convention. By Article 10 of the Convention each contracting State binds itself to take measures to apply and enforce the principle of the above regulation and to secure that, from the point of view of the safety of life, the ship is fit for the service for which it is intended. The occasion for the survey contemplated by regulation XXII might of course arise when a ship is in a foreign State bound by the Convention. His Majesty's Government are of the opinion that under these circumstances the Convention lays on that State the obligation to ensure that the ship does not put to sea unless the requirements of the Convention are complied with. The Load Lines Convention of 1950 gives a limited right of control under Article 10 similar to that given by Article 54 of the 1928 Safety at Sea Convention.

6. Concerning the control of departures of unseaworthy or overcrowded vessels, Your Excellency will no doubt recall that there are specific provisions laid down in the Netherlands Shipping Act of 1932, Chapter II, Article 3 and following articles.

I avail myself of this opportunity to renew to Your Excellency the assurance of my highest consideration.

(sgd) NEVILLE BLAND.

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1947

PALESTINE

E 4960

11 JUN

Registry
Number

E 4960/48/31

FROM

E. H. Fitzgerald

No.

Colonial Office

Dated

76021/46A.

Received

to Mr. Cable.

in Registry

7 June 1947

"

Illegal Immigration

Re: 70 letter (E 4497/48/31) re Mr. Maurice
 Pearson's article on Immigration. P. J. had
 consulted legal advisors on the possibility of
 prosecuting for illegal entry and was advised
 that, though he may be guilty of illegal entry
 he was not guilty of any offence by failing
 to warn authorities. Report done late.

Last Paper.

4959

References.

7782/48/11

(Print.)

(How disposed of.)

sent, Miss Joyce

Scott Bell

from Mr. Basile

June 17

(Action
completed)

E.H.F. 19/6

(Index.)

E.H.F. 26/6/47

Next Paper.

4989

(Minutes.)
 I submit draft letter to Miss Bell.

[Signature]
 (J.E. CABLE)

H. S. Sims
 June 11

[Signature]
 19/6

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Reference:

FO 371 / 61810

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76021/46A

Enter

Colonial Office,
Downing Street,
S.W.1.

7th June, 1947.

E 4960

Dear Cable

copy to [unclear] 11 JUN

Please refer to your letter of 31st May concerning Mr. Maurice Pearlman's article on illegal immigration into Palestine.

We have consulted our Legal Advisors as to the possibility of prosecuting Mr. Pearlman under the Illegal Immigration Ordinances, and are advised that, though he may himself technically be guilty of an offence in entering Palestine as an illegal immigrant he was not guilty of any offence by failing to warn the authorities.

In the circumstances I think you will agree that there is no advantage in pursuing the matter further, and perhaps you may care to inform your correspondent of the contents of the preceding paragraph. *No legal action, of course, was taken against the American correspondent, Claire Wickard, who did the same thing.*

Yours sincerely
Edward N. Fitzgerald
(E. N. Fitzgerald)

J. C. CABLE, ESQ.

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